RAILWAYS.

No. 125-126, *dated 8th July* 1916.

In exercise of the powers conferred by Section 24 (*h*) of the Mysore Tramways Regulation, II of 1906, the Government of His Highness the Maharaja of Mysore are pleased to prescribe the following rules for reporting accidents occurring on the Tramways administered by them :—

RULES FOR REPORTING TRAMWAY ACCIDENTS.

1. When any of the following accidents occurs in the course of working a tramway, namely.—

(*a*) any accident attended with loss of human life, or with grevious hurt as defined in the Indian Penal Code or with serious injury to property ;
(*b*) any collision between trains of which one is a train carrying passengers ;
(*c*) the derailment of any train carrying passengers, or of any part of such train ;
(*d*) any accident of a description usually attended with loss of human life or with such grievous hurt as aforesaid or with serious injury to property ;
(*e*) any accident of any other description which the Government of His Highness the Maharaja may notify in this behalf in the Official Gazette ;

the tramway administration working the tramway and, if the accident happens to a train belonging to any other tramway administration also shall, without unnecessary delay, send notice of the accident by telegraph to the Government of His Highness the Maharaja in the General and Revenue Departments and to the Inspector appointed for the tramway ; and the administration aforesaid shall also, without unnecessary delay, give notice of the accident to the Magistrate of the District in which the accident occurred, and in the case of an accident falling under clause (*a*) to the officer in charge of the police station within the local limits of which it occurred, or to such other Magistrate and Police Officer as the Government of His Highness the Maharaja may appoint in this behalf.

No. 130—31, *dated* 10*th July* 1916.

In supersession of Government Notification No. 285-86, dated 28th July 1915, the Government of His Highness the Maharaja of Mysore are pleased to prescribe the following rules for working trains on the Tarikere-Narasimharajapura Tramway.

REVISED RULES FOR WORKING TRAINS ON THE TARIKERE-YEDAHALLI (NARASIMHARAJAPURA) TRAMWAY.

The following revised rules for working trains on the Tarikere-Yedahalli (Narasimharajapura) Tramway are published for the information of the staff employed on the line.

CONTENTS.

CHAPTER I.

SIGNALS.

1. Hand signals how made.
2. Stop signal how given.
3. "Proceed with caution" signal when used and how given.
4. Proceed signal how given.
5. Signals for shunting.
6. Detonating signals defined and stocks of detonators.
7. Placing of detonators in thick or foggy weather.
8. Securing of detonators on the line.

CHAPTER II.

SYSTEM OF WORKING.

The one Engine only system.

9. Essentials of the one Engine only system and procedure in case of accident.

CHAPTER III.

WORKING OF TRAINS GENERALLY.

10. Receiving of trains into the station.
11. Prohibition of running of trains at nights.

12. Limit of speed.
13. Guards and brakevans.

CHAPTER IV.

DUTIES OF STATION MASTERS.

14. Responsibility of Station Master for working.
15. Responsibility of Station Master for the whole working machinery.
16. Responsibility of Station Master before giving permission to start a train.
17. Obedience to orders, keeping of books and returns.
18. Vehicle escaping from station.

CHAPTER V.

DUTIES OF GUARDS AND DRIVERS.

Guards.

19. Guard's vehicles.
20. Loads on open trucks.
21. Duties of a Guard before starting a train.
22. Examination of vehicles and couplings before starting a train.
23. Time of attendance of guards at stations.
24. Guard in charge of a train.
25. Guard's equipment.
26. Applicatian of Guard's brakes.
27. Detaching engine.
28. Travelling on the trains without a pass.
29. Passengers.
30. Guard not to leave train till handed over.

Engine Drivers.

31. Engine driver's equipment.
32. Engine driver to examine engine before starting.
33. Engine driver not to start without proper authority.
34. Sounding the engine-whistle.
35. Regulation of speed.
36. Exchange of signals between engine driver and guard.

CHAPTER VI.

DUTIES OF PERMANENT WAY INSPECTORS AND GANGMEN.

37. Responsibilty of the Permanent Way Inspector for the condition of permanent way.
38. Duties of the Permanent Way Inspector.
39. Permanent Way Inspector to report all defects.
40. Formation of gangmen at the approach of a train.
41. Showing of signals by mates.
42. Responsibility of gangmate as to signals, safety of line and trespassing.
43. Gangmen to extinguish fire in their section.
44. Work involving danger to trains or traffic not to be undertaken in the absence of Permanent Way Inspector.
45. Gangmate responsible for displaying danger signal when work is commenced before the arrival of Permanent Way Inspector.

CHAPTER VII.

RULES REGARDING TRAMWAY SERVANTS GENERALLY.

46. Every tramway servant to be supplied with a copy of the rules of tramway servants.
47. Obedience of tramway servants to their superiors in all matters pertaining to their work.
48. Absence from duty without permission not allowed.
49. Procedure to be adopted when a tramway servant is incapacitated for duty while in charge of the train.
50. Abstinence from liquor while on duty.
51. Delivery of articles found.
52. Giving of notice before quitting service.
53. Imposing penalty for breach of the foregoing rules.

RULES FOR WORKING TRAINS ON THE TARIKERE-YEDAHALLI TRAMWAY.

CHAPTER I.

SIGNALS.

1. Hand signals shall be used for controlling the movement of trains in all cases.

A hand signal shall be made :—

By day, by showing a flag or hand, and by night, by showing a light.

2. The stop or danger signal shall be given by day—

(*a*) by showing a red flag thus—

or (*b*) in the absence of flags, by raising both arms with the hands above the head, thus—

and by night.

(1) by showing a red light ; or

(2) in the absence of a red light, by violently waving a white light.

3. "The proceed with caution" signal must be used when it is intended that a train should proceed slowly, and shall be given by day :—

(*a*) by waving a green flag vertically thus—

or (*b*) in the absence of flags, by waving one arm in a similar manner thus :—

and by night, by similarly waving a green light.

4. The proceed signal shall be given by day—

(*a*) by holding a green flag steadily thus—

or (*b*) in the absence of flags, by holding out one arm steadily thus:—

and by night, by holding a green light steadily.

5. In shunting operations, signals shall be given as follows :—

(1) *To move away from* the person signalling, a green flag or green light moved slowly up and down.

(2) *To move towards* the person signalling, a green flag or green light moved from side to side across the body.

(3) *To slow down* the above signals to be displayed slower and slower until the danger signal is given.

6. "Detonating" signals (otherwise known as "Fog" signals) are applicances placed on the rails so as to explode with a loud report when an engine passes over them, for the purpose of attracting the attention of Engine drivers. Each station must have a supply of 18 detonators and each driver and guard 12 detonators. The Permanent Way Inspector and Gang Mestri must have 18 detonators each. A monthly test should be made by exploding a detonator from the stock longest on hand and replacement arranged by the respective departments.

7. In thick or foggy weather, whenever it is necessary to indicate to the driver of an approaching train the locality of the station, two detonators must be placed on the line by the Station Master about ten yards apart and at least one hundred feet from the facing point.

8. In all cases where the use of a detonator is necessary, they must be placed on the line with the label or brand upwards, and must be secured by bending the clasp round the upper flange of the rail.

CHAPTER II.

SYSTEM OF WORKING "THE ONE ENGINE ONLY SYSTEM."

9. Only one engine in steam or two engines coupled together shall be allowed at one and the same time on the Tramway.

Note 1.—When one or two engines coupled together are on the line, another engine in steam should not leave the Tarikere or Lakvalli Station yard without a written order from the Chief Station Master, Tarikere.

Note 2.—Such written order can only be given in case a train becomes disabled on the line and requires assistance, or if an accident occurs on the line which renders it impossible for the engine (or if two are coupled together) to proceed, provided the Chief Station Master is satisfied upon the assurance of the guard of the train that necessary precautions have been taken to protect the disabled train by placing detonators 200 feet from the spot on either directions.

Note 3.—In case of a train becoming disabled or an accident occurring the Guard of the train must instruct the Engine Driver to keep the Engine stationary until his return, protect the train by placing fog signals 200 yards ahead of the train on the direction from which the assistance would be coming, proceed to Tarikere and inform the Chief Station Master of the circumstances.

Note 4.—The Chief Station Master may then allow another engine to enter the line *vide* Note 2, *supra*. This engine is called the "Relief Engine."

Note 5.—The Relief Engine or train must be accompanied by the Guard of the disabled train who must explain to the Relief Engine Driver where, and under what circumstances, the disabled train is situated.

Note 6.—Such Guard shall be responsible for the safe and proper working of the line until each engine has left it and it is again clear.

Note 7.—If there be no Guard in charge of the disabled train, the fireman or if necessary the Engine Driver, must perform the duties imposed by Note 3 above.

CHAPTER III.

Working of trains generally.

10. All trains will stop dead 100 feet from the facing points and received into the station by hand signals by the Station Master. They must invariably be received on the platform line. The portion of the line 100 feet from the outermost points on either side of a station is called "Station Limits" and the limits are indicated by a board marked "Station Limits."

11. Night running of trains is prohibited except in case of late running of a train when the speed should on no account exceed three miles an hour.

Note 1.—Trains running after sunset should have the necessary head lights.

12. The speed of trains during the day running should not exceed ten miles an hour.

13. Except under special written instructions from the Chief Station Master no engine with the vehicles attached shall leave a station without a Guard and one or more brake vans or hand braked vehicles.

CHAPTER IV.

Duties of Station Masters.

14. The Station Masters shall be responsible for the efficient discharge of the duties devolving upon the several members of the staff employed under his orders at the station.

15. The Station Master is responsible to see—

(1) that the station is adequately supplied with all necessary equipment for hand signalling such as green and red flags and signal lamps,

(2) that the station is kept neat and clean,

(3) that the property belonging to the Tramway is safe,

(4) that the shunting of the trains or vehicles is carried on only at such times and in such manner as will not involve danger, and

(5) that vehicles standing at a station are properly secured. Safety chains have been supplied to stations.

16. The Station Master must see before he gives the Guard permission to start a train that all is right for the train to proceed.

17. The Chief Station Master shall see that all orders and instructions are duly conveyed to the staff concerned and are properly carried out and that all books and returns are regularly written up and neatly kept.

18. The Station Master must take immediate steps, to warn the other stations concerned and as far as possible to prevent accident, if any vehicle escapes from a station.

CHAPTER V.

Duties of Guards and Drivers.

19. The Guard must ride in the brake van or braked vehicle.

20. No wagon or truck shall be loaded above its carrying capacity or in such a manner as will endanger the train. In doubtful cases the Superintendent's instructions must be

obtained. Every Guard must carefully examine the loads of any open truck and, if any load has shifted or requires adjustment, must have the load secured or the truck removed from the train.

21. The Guard in charge of train should satisfy himself that the train is properly coupled and, as far as he can ascertain, she is in a state of efficiency for travelling.

22. No vehicles should be allowed to run on the line until it has been examined and passed by the Fitter-in-Charge.

Note 1.—Between stations where a Fitter-in-Charge is not available the Guard of the train must obtain the opinion of the Engine Driver that the vehicle attached at intermediate stations as fit to run.

23. Every Guard must be in attendance at the station from which his train is to shart half an hour before the appointed time of departure of the trains or at such earlier time as may be ordered by the Chief Station Master.

24. After the engine has been attached to a train and during the journey the Guard shall be in charge of the train and the Engine Driver must take his orders in all matters affecting starting, stopping or movements of the train for traffic purposes.

25. Every Guard on duty must have with him a copy of Working Time Table in force, a watch, a hand signal lamp, a whistle and a red and a green flag.

26. When the Engine Driver sounds three or more sharp whistles which are called the "Brake Whistles" the Guard must immediately apply his hand brake. When the engine sounds "one or more long whistles" which are called "Release brake" whistles, the Guard must release his hand brake.

Note 1.—When a train is travelling down a steep incline, the Guards must if necessary to steady the train, assist the Driver with their brake.

27. Whenever a train has been brought to a stand still and it is necessary for the engine, with or without vehicles, to be detached from the rest of the train, the Guard in charge of the train must before the train is uncoupled satisfy himself that the vehicle or truck brake has been put on securely.

28. No person shall be allowed to travel on any engine tender or brake van without a pass from the Agent. In the event of an unauthorised person travelling in the train, the Guard shall be liable to a fine which may extend to Rs. 20.

29. Guards in charge of trains must, before giving the signal to start, see that all the passengers sit down. The movable bars provided in passenger trucks must invariably be fixed to prevent passengers from falling.

30. No guard in charge of a train shall leave it until it has been properly handed over.

31. Every engine driver must have with him, while on duty in his train the equipment and stores required for the engine.

32. The driver before starting must satisfy himself that his engine is in proper working order.

TARIKERE-NARASIMHARAJAPURA TRAMWAY.

Pro. No.

From To

Station Master. Driver No. train.

You are hereby authorised to proceed to ..... Station.

Remarks as to cautious driving if any .....

Date .....

Time ..... Station Master.

33. The driver shall not start his train unless he has authority to proceed in the form marginally noted which will be signed by the Station Master and handed to him by the Guard of the train.

34. The driver must always sound the engine whistle before putting the engine in motion and at such other times as may be prescribed.

35. The driver must run his train according to the timings given in the Working Time-table and should not exceed the prescribed speed.

36. The driver must keep a sharp look out while the train is in motion and every fireman must also do so. When he is not necessarily or otherwise engaged. They should also frequently during the journey look back to see whether the train is following in a safe and proper manner or the guard has anything to communicate.

CHAPTER VI.

Duties of Permanent Way Inspectors and Gangmen.

37. The Permanent Way Inspector shall be responsible for the condition of the permanent way or works on the line.

38. The Permanent Way Inspector must trolly over the whole of his section every day and see:—

(1) that the rails, sleepers and other platelaying materials in his charge are properly secured,

(2) that the line is patrolled,

(3) that his length is efficiently maintained,

(4) that the gangs are properly employed,

(5) that all bridges, culverts, points and crossings, signals, etc., are in order,

(6) that he shall travel on an engine at least once in three days when he can best detect weak places and feel the quantity of the road. He will note down the places requiring attention and give necessary order to rectify the defects to the ganger by stopping the train at the place if he considers immediate action necessary,

(7) that the gangmate or gangers have a correct knowledge of the signals.

39. The Permanent Way Inspector should promptly report to Station Masters all defects in the way and works which he may consider likely to interfere with the safe running of trains.

40. When a train is approaching, the gangman should form up on one side of, and at right angles to the line so that the Inspector, if he is in a train may see that all are present.

41. The mates in charge should show line clear by holding their right hand horizontally facing the engine.

42. Each gangmate must see:—

(1) that the signals supplied to him are kept constantly in proper order and ready for use.

(2) that his men have a correct knowledge of signals and

(3) that his length of the line is kept safe for the passage of trains, and

(4) prevent trespassers from trespassing the lines.

43. If a fire occur on any premises of the Tramway or near any portion of the tramway where gangmen are employed, they must endeavour to extinguish it to prevent it from spreading.

44. A gang shall not commence or carry on any work on the line which would involve danger to the trains without the previous sanction of the Permanent Way Inspector and the latter must himself be present and superintend such work.

45. In case of emergency when it may be necessary for safety to commence any such work before the Permanent Way Inspector can arrive, the gangmate may commence work at once and must see that danger flags are planted 200 feet away on either side of the place.

CHAPTER VII.

Rules regarding tramway servants generally.

46. Each tramway servant must have with him a copy of rules for working trains on the tramway and should acquaint himself with the rules relating to his duties. The Loco. Superintendent, Chief Station Master, and Permanent Way Inspector must satisfy themselves that each servant is supplied with a copy of the rules and that he undrstands them.

47. Every tramway servant must—

1. Promptly obey all lawful orders given by any person placed in authority over him, and

2. be in attendance for duty at such times and for such periods as may be fixed by his immediate superior and shall not without his permission absent himself

from duty or alter his appointed hour of attendance or exchange duty with any other tramway servant.

48. If any tramway servant desires to absent himself from duty on the ground of illness, he must immediately report the matter to his superior officer and shall not leave his duty until a competent person has been placed in charge thereof.

49. In the event of a tramway servant being incapacitated for duty while in charge of the tram, he must immediately report the same to the guard or driver and arrange to send a competent messenger to the Chief Station Master to send another to relieve him. If the train cannot proceed without him necessary signals must be fixed by the guard or driver to protect his train.

50. No tramway servant on duty can obtain or use intoxicating liquor. Any servant under influence of liquor is liable to suspension from duty by his immediate superior.

51. Any tramway servant who finds on the tramway or in any vehicle any article which appears to have fallen from a train or to have been lost, must immediately deliver or send such articles to his immediate superior to be forwarded to the Chief Station Master for disposal.

52. Every tramway servant shall before leaving the service give the Superintendent one month's notice in writing and shall deliver up to him any property in his custody which belongs to the Department. Any servant who fails to give such notice will forfeit all pay due to him.

53. Any breach on the part of a tramway servant of any of the foregoing rules is punishable with a fine which may extend to Rs. 200 and when the breach is a continuing breach with a further fine which may extend to Rs. 50 for every day after the first, during which the breach continues. The levy of this fine shall be without prejudice to any other remedy which may be obtained against him in a Court of law.

No. 215—16, *dated* 17*th July* 1916.

Government are pleased to confer the Honorary rank of Assistant Engineer on Mr. G. T. King, Supervisor, No. 1 Division, Mysore-Arsikere Railway, with effect from 1st March 1916.

By Order,
K. KRISHNAIENGAR,
Secretary for Railways,
Government of Mysore.